

## ATTACHMENT 5

### GENERAL PLAN TEXT AMENDMENTS

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#### **Chapter 2 - Land Use Element**

Page 2-16, last paragraph:

There are a total of ~~20~~ 22 land use categories shown on the Land Use Map, including five residential categories, ~~five~~ two commercial ~~categories, and four~~ mixed use categories, three industrial categories, ~~six~~ seven open space categories, and one public category. There is also an overlay category (shown on the map with an outline rather than a color) that corresponds to transit-oriented development areas, and a second overlay that corresponds to Study Areas. Streets and public rights-of-way are generally color coded based on the land use they adjoin. However, freeways and railroad rights of way remain uncolored on the Map.

Page 2-25, add after last paragraph:

#### **Innovation Center**

This designation corresponds with the ±879 acre Warm Springs/South Fremont Community Plan, adopted by the City Council on \_\_\_\_\_, 2014. The Innovation Center is a hybrid mixed-use designation that allows a range of uses, which include industrial, research and development, office and convention, hotels, retail and entertainment, residential, an elementary school and public open space.

The goal of the designation is to create an urban mix of uses surrounding the new Warm Springs/South Fremont BART station. The allowed uses, and corresponding zoning standards, are set to provide the opportunity for inventive, flexible development for new and expanding businesses. The highest intensities are designated within ¼ mile of the BART station with slightly lower intensities between ¼ mile and ½ mile from the BART station. Minimum FARs are 0.35 for industrial uses, 0.5 for research and development uses, and 1.5 for office, convention and hotel uses. Retail uses are limited and are intended to serve the Innovation Center. The minimum building density for residential uses is 50 dwelling units per net acre within ¼ mile radius of the BART station and 30 dwelling units per net acre within ½ mile radius of the BART station, similar to the Urban Residential land use designation. The minimum area for the elementary school is 5 to 10 acres, but final required area and location would be

determined by the California Department of Education and the Fremont Unified School District.

Page 2-28, Table 2-3:

**Table 2-3  
Commercial-Industrial Development Intensity**

General Plan Measurement of Development Intensity		
Commercial Designations	Floor Area Ratio FAR (Min/Max)*	Residential Density (Min)
<b>City Center</b>		
Commercial Project	0.80-1.5*	
Mixed Use Project	1.25-2.5*	50 units/acre
City Center-TOD Overlay	Max 3.0	50 units/acre
<b>Town Center</b>		
Commercial Project	Max 0.5	n/a
Mixed Use Project	Max 1.25	n/a
Town Center-TOD Overlay	0.5-2.5*	30 units/acre
<b>General Commercial</b>		
Commercial Project	Max 0.3	
Mixed Use Project	Max 0.8	Residential allowed subject to FAR maximums
General Commercial-TOD Overlay	Max 1.25	Residential allowed subject to FAR maximums
<b>Regional Commercial</b>		
Commercial Project	Max 0.3	n/a
<b>Mixed Use</b>		
Commercial Project	Max 0.5	n/a
Mixed Use Project	Max 1.25	n/a
Industrial Designations	Floor Area Ratio FAR (Min/Max)*	Residential Density (Min)
<b><u>Innovation Center</u></b>		
<u>Industrial</u>	<u>Min 0.35</u>	<u>Min 50 units/net acre ¼ mile from BART station Min 30 units/net acre between ¼ and ½ mile from BART station</u>
<u>Research and Development</u>	<u>Min 0.5</u>	
<u>Office and Convention</u>	<u>Min 1.5</u>	
<u>Lodging</u>	<u>Min 1.5</u>	
<u>Assembly and other Non- residential uses</u>	<u>Limited per each approved Master Plan</u>	
<u>Elementary School</u>	<u>Min 5 to 10 acres</u>	
<b>Service Industrial</b>	0.35	n/a
<b>Tech Industrial</b>	0.35	n/a
Manufacturing and Warehousing Uses	0.45	n/a
<b>General Industrial</b>	0.35	n/a
Warehousing Uses	0.45	n/a

Page 2-35, second paragraph:

Transit Oriented Development (TOD) is an overlay designation applied to areas generally within ½ mile radius of the Fremont BART Station, the future BART Stations in Irvington and Warm Springs, and the ACE/Amtrak Station in Centerville. The Overlay only applies to property with an underlying designation in one of the ~~seven~~ nine commercial, mixed use and industrial categories, or the Urban Residential category. Each TOD area is unique. However, they share a common goal of maximizing transit use through density, land use mix, building form, and design. Each TOD is intended to be a vibrant pedestrian-oriented district. The particular mix of uses around a given station will vary depending on surrounding land use, access, infrastructure, and other factors. TOD areas will generally have more intense development than immediately surrounding areas in order to support transit ridership and promote a sense of place. Low-intensity auto-oriented uses that do not take advantage of the proximity to transit will be discouraged.

Page 2-36, last paragraph:

#### **Summary**

Table 2-4 provides a citywide summary of the ~~20~~ 22 land use designations. It indicates the total acreage in each designation on the General Plan Land Use Map. It provides a means of quantifying the differences between land uses and offers insight into the expected character of each area upon the horizon year of this Plan (2035).

Page 2-37, Table 2-4:

**Table 2-4**  
**General Plan Land Use Map Summary – Citywide**

<b>Land Use Classification</b>	<b>Mapped Acreage – Net*</b>	<b>Percent of Total</b>
Residential – Hillside Residential	2,224.26	4.93%
Residential – Low-Medium	938.20	2.08%
Residential – Low	5,359.87	11.89%
Residential – Medium	1,090.53	2.42%
Residential – Urban	227.73	0.51%
<b>Residential Subtotal</b>	<b>9,840.59</b>	<b>21.83%</b>
<del>Commercial – City Center</del>	<del>368.56</del>	<del>0.82%</del>
Commercial – General	324.80	0.72%
<del>Commercial – Mixed Use</del>	<del>75.86</del>	<del>0.17%</del>
Commercial – Regional	335.26	0.74%
<del>Commercial – Town Center</del>	<del>177.54</del>	<del>0.39%</del>
<b>Commercial Subtotal</b>	<del>660.06</del> <b>1,282.02</b>	<del>1.46</del> <b>2.84%</b>

**Table 2-4**  
**General Plan Land Use Map Summary – Citywide**

Land Use Classification	Mapped Acreage – Net*	Percent of Total
<u>Mixed Use – City Center</u>	<u>368.56</u>	<u>0.82%</u>
<u>Mixed Use – Mixed Use</u>	<u>75.86</u>	<u>0.17%</u>
<u>Mixed Use – Town Center</u>	<u>177.54</u>	<u>0.39%</u>
<u>Mixed Use – Innovation Center</u>	<u>723.61</u>	<u>1.60%</u>
<b><u>Mixed Use Subtotal</u></b>	<b><u>1,345.57</u></b>	<b><u>2.98%</u></b>
Industrial – General	<u>848.17</u> <u>1,401.25</u>	<u>1.88</u> <u>3.11%</u>
Industrial – Service	413.87	0.92%
Industrial - Tech	<u>2,129.01</u> <u>2,299.54</u>	<u>4.72</u> <u>5.10%</u>
<b>Industrial Subtotal</b>	<b><u>3,391.05</u> <u>4,114.66</u></b>	<b><u>7.52</u> <u>9.13%</u></b>
Open Space – Hillside (Measure A)**	157.68	0.35%
Open Space – Hill Face (Measure T)**	6,716.54	14.90%
Open Space – Hill (Measure T)**	3,931.15	8.72%
Open Space – City Park	1,124.95	2.50%
Open Space – General	79.50	0.18%
Open Space – Private	454.46	0.95%
Open Space – Resource Conserv/Public	15,716.73	34.86%
<b>Open Space Subtotal</b>	<b>28,181.01</b>	<b>62.51%</b>
Public Facility	1,178.36	2.61%
Right of Way (misc Public Agency parcels)***	32.90	0.07%
Railroad Corridor***	455.96	1.01%
<b>Total</b>	<b>45,085.25</b>	<b>100.00%</b>

\* Total Gross Acreage of the City of Fremont = 57,010 acres

\*\* Open Space Hill Area subcategory

\*\*\* Considered Public Facility for Land Use planning purposes

Source: City of Fremont, 2013 (City Council Resolution 2013-48)

Page 2-45, delete implementations:

~~➤ Implementation 2-2.1.A: South Fremont/Warm Springs Specific Plan~~

~~Prepare a Specific Plan for the South Fremont/Warm Springs area, including the proposed BART station, the Warm Springs commercial district, the former NUMMI properties, and intervening properties with the potential for change in the next 20 years.~~

Page 2-45, last section:

➤ Implementation 2-2.1.B: Designation of Special Study Areas

Utilize “Special Study Area” (SSA) designations on the General Plan Land Use Map to identify areas where additional analysis is required prior to allowing changes to the land use. The Land Use Map designation for SSAs reflects the current allowable use, but as dictated by the General Plan text it is acknowledged that these areas may transition to new uses in the long-term. The types of studies to be conducted will vary from site to site, but may include analysis of traffic impacts, impacts of the proposed uses on adjacent property owners, and site-specific constraints (such as past use of toxic materials) which may influence future uses. Studies may be initiated by the City, property owners, or developers.

Special Study Areas have been designated on the following sites:

- ~~• South Fremont/Warm Springs, the area identified in 2-2.1.A above~~
- ~~• Tri-City Landfill, located at the west end of Auto Mall Parkway [Editors Note: deleted by CC Res. 2012-04]~~
- Shinn Terminus, including the approximately 100 acres at the end of Shinn Street
- Henkel Property, located near the eastern end of Niles Boulevard

In addition to the areas listed above, any area shown on the General Plan as “Service Industrial” that is less than 5 acres in size (or where the sum of all contiguous parcels with the designation is less than 10 acres) may be considered a candidate for a future General Plan Amendment. Such areas typically contain activities such as auto repair, building suppliers, older manufacturing enterprises, but are surrounded by higher-value residential or commercial uses. Such isolated pockets of industrial use may not be compatible with the long-term vision for their surrounding areas, or may not represent the most economically productive use of the land. Land use changes on such sites would still be subject to a General Plan Amendment process that would include appropriate environmental analysis and site planning studies.

## Chapter 6 – Economic Development Element

Page 6-35

### **Policy 6-3.3: Innovation Center**

Promote the Innovation Center as a showcase for inventive and flexible, industrial, manufacturing, research and development, and professional Class A office businesses with access to transit options. The eight guiding principles for the Innovation Center’s specific land uses, transportation, infrastructure and economic strategies are:

1. Innovation hub
2. Focused intensity
3. Diversity of uses
4. Well-loved public places
5. Health and recreation
6. Ease of movement
7. Visually interesting urban fabric
8. Ecological health and sustainability

#### **➤ Implementation 6-3.3.A: Warm Springs/South Fremont Community Plan**

Utilize the Warm Springs/South Fremont Community Plan as the guiding document for promoting and expanding industrial, manufacturing, research and development, and professional Class A office businesses in the Innovation Center. Update the Community Plan as necessary to reflect development trends, land use changes, and emerging City priorities.

#### **➤ Implementation 6-3.3.B: Innovation Center as a City Priority**

Recognize Innovation Center as Fremont’s highest priority for employment generation, focusing on industry, advanced manufacturing, research and development, and professional Class A offices.

#### **➤ Implementation 6-3.3.C: Innovation Center as a Regional Priority**

Support and promote Innovation Center as the hub of advanced manufacturing and research and development in the Silicon Valley.

#### **➤ Implementation 6-3.3.D: Infrastructure**

Coordinate and promote public infrastructure improvements to attract and maintain industrial, manufacturing, research and development, and office businesses within Innovation Center.

## Chapter 11 – Community Plans Element

Page 11-3, insert box

The Community Plans Element provides guidance on ~~a number of~~ areas designated on the General Plan Map as “Special Study Areas.” These are locations where changes to current Map designations are likely to be proposed in the future, following additional study. Each Study Area has an underlying General Plan designation that will remain in effect until a formal Plan Amendment is proposed. The Special Study Areas present unique challenges related to land use, transportation, urban design, and public services.

~~Four~~Two Special Study Areas have been identified:

- Shinn Terminus Property
- ~~Durham Road Landfill~~
- Henkel Property
- ~~South Fremont Warm Springs~~

In addition, two “Areas of Interest” (Mowry Gateway and Fremont-Decoto) have been identified for special discussion in this Element.

Page 11-145

### South Fremont

#### Profile

#### The South Fremont Community Plan Area

The South Fremont Community Plan Area occupies 2.4 square miles in the south central part of the city. It is defined by Auto Mall Parkway on the north, Mission Boulevard and Brown Road on the south, I-880 on the west and I-680 on the

east. South Fremont has historically been treated as part of Fremont's "Industrial" Planning Area. It is part of a larger corridor of industrial land uses that extends along Interstate 880 from Stevenson Boulevard south for several miles into Santa Clara County. South Fremont has been identified as a separate planning area in this General Plan due to the potential for future change related to the BART extension.

Almost all of South Fremont is currently zoned for industrial uses. The actual land use pattern is more diverse and includes a mix of industrial, office, retail, service, and public uses as well as vacant land. There are no residential subdivisions in this area and only a few homes left from the area's agricultural past.

### **Planning Issues and Vision**

South Fremont was an agricultural area at the time of Fremont's incorporation. It was identified as a future industrial area in early city plans and subsequently developed with a mix of light and heavy industry after 1960.

~~In 1962, General Motors (GM) opened an automobile manufacturing plant on Fremont Boulevard just east of Interstate 880 (then called State Highway 17). This was a catalyst for the area's early development, and sparked spinoff businesses related to the auto plant, along with warehouse and distribution centers nearby. Planned industrial and business parks were developed off of Grimmer Boulevard, Fremont Boulevard, and Old Warm Springs Boulevard to the north and west of the auto plant.~~

~~GM ceased operations in 1982 and the plant was reopened in 1984 as New United Motors Manufacturing, Inc. (NUMMI), a joint venture between GM and Toyota. The 5.4 million square foot facility employed 5,000 workers and was one of the largest manufacturing facilities in the state for several decades. It produced an average of 6,000 vehicles a week and over eight million cars and trucks while it was in operation.~~

~~In early 2010, the NUMMI facility was closed. Shortly thereafter, the portion of the property containing the assembly plant was purchased by Tesla Motors. Tesla plans to use the site for electric vehicle manufacturing, with assembly starting in 2012. In a separate transaction, the former NUMMI tracts to the north and south of the assembly plant were sold to the Union Pacific Railroad in late 2010. The implications of this sale for the future of South Fremont are discussed later in this Community Plan.~~



~~Elsewhere in South Fremont, i~~ Industrial development continues to be the dominant land use. The business parks along South Grimmer and Fremont Boulevards support a diverse array of activities, including machine shops, building and plumbing suppliers, auto repair and collision shops, printers and lithographers, importers and exporters, equipment rentals, mini- warehouses, flooring companies, cabinet makers, vocational and technical schools, and more. There are also more intensive industrial and R&D uses, including ~~a concrete batch plant,~~ metal fabricators, ~~an AT&T corporation yard,~~ computer manufacturing and repair facilities, and other small manufacturers. This area also includes the headquarters of the Fremont Unified School District ~~on Technology Drive,~~ a City of Fremont Fire Station, and Alameda County Water District offices.

On the eastern side of the area along Osgood Road/Warm Springs Boulevard, technology corporations like Unigen, Western Digital, and Amax Engineering have become a major presence. Business parks such as Mission Corporate Center provide R&D and office space for a variety of tenants. Ancillary uses such as hotels and retail also have located in this area. Several large vacant properties also exist.

The Auto Mall Parkway corridor has a unique function within South Fremont. The arterial handles over 40,000 vehicles per day, with much of the traffic moving between Interstates 880 and 680. The corridor also serves as a buffer between residential neighborhoods to the north and industry to the south. Because of the large traffic volumes, the corridor has attracted big box retailers such as Wal-Mart, Fry's Electronics, and Home Depot. Smaller-scale retail uses, restaurants, and gas stations also have located in this area. A major PG&E transmission line corridor runs parallel to the arterial.

~~Many of the buildings in South Fremont's business parks are one-story concrete tilt-up structures. Given the relatively low rents and high vacancy rates, some of the buildings have been leased as office space, off-price retail space, and community assembly space for activities such as martial arts instruction, gymnastics schools, and religious facilities. The proximity of these uses to industrial activities which utilize hazardous materials, or which generate dust, noise and odors is an ongoing issue, as it is in other industrial districts of Fremont. The General Plan Map designates some of South Fremont for Service Industrial uses, but a majority of the area is designated for General Industrial and Tech Industrial uses. Community assembly uses may be acceptable in the Service Industrial areas but are not appropriate in the other industrial areas.~~

The vision for the South Fremont Community Plan Area is largely driven by plans for the Warm Springs/South Fremont BART Station area. Planning for the BART extension has been underway for more than two decades and construction

began in 2009. BART will follow the Union Pacific Railroad right-of-way from Irvington, passing under Auto Mall Parkway and temporarily terminating at a new station to be located west of Warm Springs Boulevard and just south of South Grimmer Boulevard. A future extension will continue BART service southward to Milpitas, San Jose, and Santa Clara. Service to the Warm Springs/South Fremont Station is projected to begin in late 2015, with the San Jose extension projected to begin operation in 2018.

An area of ~~850~~ 879 acres (724 net acres) around the future BART Station, including the Tesla factory and the adjacent ~~Union Pacific~~ parcels, ~~is~~ has been the subject of ~~under~~ study ~~as of~~ since 2011. ~~A~~ The community planning process for this area ~~will~~ helped guide development decisions, ~~potentially~~ resulting in the Warm Springs/South Fremont Community Plan, adopted by the City Council on XXX, 2014. a General Plan Amendment and more specific direction for this area. ~~The “Special Study Area” text in the next part of this Community Plan provides background information on this process as well as overarching objectives.~~

~~Beyond~~ The Warm Springs/ South Fremont BART Station area, ~~South Fremont~~ will be enhanced as a major employment center over the next 20 years. There are a number of large vacant and/or underutilized sites in the Grimmer/Fremont Boulevard area and in the business parks off of Osgood Road and Warm Springs Boulevard. The General Plan Warm Springs/South Fremont Community Plan supports continued infill and intensification of employment-generating uses, and continued investment in amenities that make this area an attractive choice for business and industry.

The portion of Fremont Boulevard that passes through this area was addressed in *Envision Fremont Boulevard* in 2008. This segment of the boulevard has a dedicated bike lane, but has discontinuous sidewalks and few crosswalks. The land use mix, scale of development, and traffic volumes create an environment that is not conducive to walking. Participants in community workshops for this area suggested more uniform streetscape elements, landscaping the Auto Mall Parkway median and roadsides, attracting new development (such as a “lifestyle center” or hotel), improving pedestrian safety through signal timing adjustments, and enhancing Laguna Creek. No lane reconfigurations have been proposed for Fremont Boulevard, recognizing that this is the most auto-oriented section of the street. Additional lanes will be needed on Auto Mall Parkway to handle existing and projected traffic volumes, as it is planned as a 6-lane primary arterial.

**South Fremont and Warm Springs/South Fremont Community Plan Special Study Area: Warm Springs/ South Fremont BART Station and Vicinity**

*[Editor's note: After this General Plan was adopted, City Council adopted a motion to endorse the ' Warm Springs / South Fremont' station name (Feb 21, 2012). The BART Board of Directors officially adopted the 'Warm Springs/South Fremont' station name on May 5, 2012. References to the station name have been changed throughout this document for consistency and clarity.]*

The Warm Springs/South Fremont BART Station provides an unprecedented opportunity for transit-oriented development in Fremont. The presence of relatively large parcels, many of which are vacant or underutilized, creates the potential for development on a scale that would be difficult to achieve around the Irvington and Central Fremont BART stations, or around the Centerville Train Station.

Planning for the area around the future BART station has been underway for many years. In 2004, an Existing Conditions Report was prepared to lay the foundation for a future specific plan. An inventory of land use, transportation, urban design conditions, and real estate market conditions was completed. The [specific plan Community Plan](#) itself was deferred as plans for BART were refined and market conditions changed. The [New United Motors Manufacturing, Inc. \(NUMMI\) plant](#) closure in 2010 triggered a subsequent study effort.

~~In May 2010, Tesla Motors Inc. announced their intention to purchase the plant to build their electric vehicles. This purchase only included one of the three NUMMI parcels, totaling approximately 203 acres. In October 2010, Tesla took ownership of the former NUMMI plant. Tesla anticipates rolling out the first production of electric vehicles in 2012.~~

~~Because of the significant loss of employment, the federal Economic Development Administration (EDA) awarded Fremont a \$333,000 grant to prepare an economic revitalization strategy that would:~~

~~Promote reuse and revitalization of the former NUMMI facility and surrounding area~~

~~Assess market and economic conditions;~~

~~Study land use alternatives, infrastructure, and financial feasibility issues in South Fremont.~~

~~An 850-acre study area was defined and three alternative plans were developed.~~

~~In December, 2010, the Union Pacific Railroad purchased 168 acres from NUMMI, including a 107-acre tract north of the former auto plant, and a 60-acre tract to the south. Union Pacific is currently evaluating options for these parcels land and has indicated it plans to use the land for facilities to serve freight rail customers in Northern California.~~

~~Union Pacific's decisions affect the future of surrounding properties as well as the properties they own. At the time the General Plan was being prepared, the City was evaluating a range of environmental issues such as air quality, noise, and hazardous materials to establish new site planning and land use parameters for the area. Depending on the findings, the land use alternatives developed in 2010 will be refined and additional infra-structure and cost analyses will be completed. A second community plan process will likely follow completion of the current studies.~~

The 2010 planning process established basic objectives for the future [BART](#) station area that remain applicable ~~in the Community Plan regardless of decisions on the former NUMMI site (see text box on the following page)~~. The station area presents an opportunity to enhance Fremont's economic vitality, attract jobs in the innovation and technology sectors, and accommodate transit-oriented development. The [City Community Plan](#) seeks to connect the station to surrounding employment uses with transit, pedestrian and bicycle facilities, and an improved road network. The station also provides an opportunity for "place-making" that sets South Fremont apart from other employment districts in the city.

## **Policies and Implementing Actions**

### **• Policies 11-10.1: South Fremont as an Employment Center**

Support the continued development of South Fremont as a major employment center. Future development in this area should enhance the city's tax base, create jobs for Fremont residents, maximize economic opportunities to be created by the new BART station, and contribute to the city's overall quality of life.

### **• Policies 11-10.2: Warm Springs/South Fremont BART Station**

Develop the area around the future Warm Springs/South Fremont BART Station with high-intensity land uses that promote the use of BART and encourage walking or bicycling to and from the station.

The Land Use, Community Character, and Mobility Elements of the General Plan include policies and principles for transit-oriented development near BART stations and other transit facilities. Those policies should be followed in future land use and development decisions around the Warm Springs/South Fremont BART Station. Regardless of the land use mix, the Station should be well connected to the community around it, and easily accessible on foot or by bicycle. The area within a one-half mile radius of the station should be designed and developed in a way that makes the most of the investment in public transportation, reduces the necessity of driving, and creates a vital new employment center that complements other mixed use districts of Fremont.

**> Implementation 11-10.2.A: ~~South Fremont—Warm Springs Planning Process~~ Warm Springs/South Fremont Community Plan**

~~Continue the planning process for the South Fremont—Warm Springs/South Fremont BART Station area. A specific, community, or area plan should be prepared to address land use, transportation, community design, open space, and infrastructure issues related to the area’s future development.~~ Implement the Warm Springs/South Fremont Community Plan.

**> Implementation 11-10.2.B: ~~Union Pacific and Tesla~~ and other Major Property Owners ~~Properties~~**

Continue discussions with ~~Union Pacific and~~ Tesla and other major property owners regarding the long-term use of ~~properties to the west and south of the future BART Station~~ their properties.

**> ~~Implementation 11-10.2.C: Station Area General Plan Amendment~~**

~~Require a General Plan Amendment for any residential development in the South Fremont area, including transit-oriented development around the new Warm Springs/South Fremont BART Station. Ensure that any future residential development is protected from the potential adverse effects of nearby industrial activities. Conversely, ensure that future residential development does not impair the long-term viability of nearby industrial uses.~~

~~The station area is designated for General Industrial and Tech Industrial uses on the General Plan map. Additional uses—including housing—could be considered in the future. A General Plan Amendment is anticipated after planning for the station area has been completed. Future zoning changes would follow the General Plan Amendment.~~

- **Policy 11-10.3: Innovation as a Community Design Theme**

~~Promote~~ Continue to promote the concept of “innovation” as a development theme around the Warm Springs/South Fremont BART Station.

Innovation was the common theme in all three of the South Fremont land use concepts developed in 2010. The station area provides an opportunity to showcase new technology, promote sustainable design and green infrastructure, and position the city to capture emerging industries and growing sectors of the Bay Area economy.

- **Policy 11-10.4: South Fremont Open Space**

Ensure that future development in the vicinity of the Warm Springs/South Fremont BART Station includes provisions for urban open space. Plans for urban open space should recognize the needs of the local workforce as well as Fremont residents. Urban open~~Open~~ space may include parks, plazas, courtyards, and other public gathering places, and should contribute to a sense of identity in the station area.

- **Policy 11-10.5: South Fremont Community Facilities**

Provide for the community facilities necessary to support the level and type of expected growth in the South Fremont ~~—Warm Springs~~ area. This ~~could~~ should include school(s), and could also include ~~neighborhood~~ urban parks, community centers, public safety facilities, and similar public uses.

- **Policy 11-10.6: Auto Mall Parkway Corridor**

Maintain the function of the Auto Mall Parkway corridor as a transition area and buffer between residential areas to the north and industrial areas to the south. Continued development of regional commercial, service industrial, and hospitality uses should be encouraged here. To avoid further traffic delays, ingress and egress to Auto Mall Parkway shall use existing access points or side streets rather than new curb cuts.

- **Policy 11-10.7: Connecting South Fremont**

Improve linkages through South Fremont to better connect the Warm Springs District and the Irvington District. This could include additional sidewalks, bicycle trails, greenways, changes to the street system, and other improvements that enhance north-south connectivity.

#### **> Implementation 11-10.7.A: Southern Fremont Boulevard**

Enhance the appearance of the southern stretch of Fremont Boulevard, particularly near the Auto Mall Parkway intersection. This should include streetscape and landscape improvements, additional pedestrian amenities, and new activities that enhance the role of Fremont Boulevard as the city's "main street." Natural features in the area, including the Laguna Creek channel, should be incorporated into plans for the area and restored where feasible.

#### **> Implementation 11-10.7.B: Truck Routes**

Evaluate truck circulation needs in South Fremont. This evaluation may be used to identify possible new truck routes, reduce conflicts between truck traffic and passenger traffic, and better respond to the needs of business and industry in this area.

General Plan Map designations for the South Fremont Community Plan Area are shown in Diagram 11-11.